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Listing of the Claims:

1. (Currently Amended) A marine craft capable of planing, the marine craft comprising a planing hull and a passenger area generally within the hull and means between the hull and the passenger area for absorbing impact energy, characterised in that the means for absorbing impact energy includes a structure arranged to absorb impact energy by permanently deforming in the event of the craft suffering an impact in the region of the structure.
2. (Previously Presented) A marine craft as claimed in claim 1, in which the passenger area is spaced inwardly from at least a portion of the hull and the means for absorbing impact energy is located between the passenger area and the portion of the hull.
3. (Previously Presented) A marine craft as claimed in claim 1, in which the means for absorbing impact energy is a deformable structure.
4. (Original) A marine craft as claimed in claim 3, in which the deformable structure is mounted between the hull and a structural component of the craft.
5. (Original) A marine craft as claimed in claim 4, in which the structural component is positioned adjacent a peripheral region of the passenger area.
6. (Previously Presented) A marine craft as claimed in claim 4, in which the structural component is a bulkhead which separates the passenger area from at least a portion of the hull.
7. (Original) A marine craft as claimed in claim 6, in which the bulkhead is adapted to prevent, or at least to resist, movement of water into the passenger area from the hull portion.
8. (Previously Presented) A marine craft as claimed in claim 4, in which the deformable structure comprises at least one deformable tube which extends between the

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hull and the structural component, a first end of the or each tube being associated with the hull, and a second end of the or each tube being associated with the structural component.

9. (Currently Amended) ~~A marine craft as claimed in claim 8, in which the deformable structure comprises capable of planing, the marine craft comprising a hull and a passenger area generally within the hull and means between the hull and a passenger area for absorbing impact energy, characterized in that the means for absorbing impact energy includes a structure arranged to absorb impact energy by permanently deforming in the event of the craft suffering an impact in the region of the structure wherein the means for absorbing impact energy is a deformable structure mounted between the hull and a structural component of the craft and the deformable structure comprises:~~

at least one deformable tube which extends between the hull and the structural component, a first end of the or each tube being associated with the hull, and a second end of the or each tube associated with the structural component and two or more deformable tube extending between the hull and the structural component, the arrangement being such that at lease two of the tubes extend at an angle relative to one another such that their first ends are further apart the their second ends.

10. (Original) A marine craft as claimed in claim 9, in which the at least two tubes extend at an angle of up to and including 30 degrees to each other.

11. (Previously Presented) A marine craft as claimed in claim 9, in which the at least two tubes extend at an angle of up to and including 20 degrees to each other.

12. (Previously Presented) A marine craft capable of planing, the marine craft comprising a hull and a passenger area generally within the hull and means between the hull and the passenger area for absorbing impact energy, characterized in that the means for absorbing impact energy includes a structure arranged to absorb impact energy by permanently deforming in the event of the craft suffering an impact in the region of the structure, in which the means for absorbing impact energy is a deformable structure and the deformable structure is mounted between the hull and a structural component of the craft in which the deformable structure comprises at least one deformable tube which extends between the hull and the structure component, a first end of at least one tube associated with

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the hull, and a second end of the at least one tube associated with the structural component, in which the first end of the at least one tube is tapered, such that the cross sectional area of the at least one tube reduces towards the hull.

13. (Previously Presented) A marine craft as claimed in claim 8, in which the deformable structure comprises two or more deformable tubes extending between the hull and the structural component, the structure further comprising bracing means to resist lateral movement of the tubes towards one another during an impact.

14. (Previously Presented) A marine craft as claimed in claim 12, in which the at least one tube is manufactured from a metal such as steel, stainless steel, aluminium, or aluminium alloy.

15. (Previously Presented) A marine craft as claimed in claim 14, in which the at least one tube is manufactured from a metal which is extruded.

16. (Previously Presented) A marine craft as claimed in claim 14, in which the at least one tube is heat treated.

17. (Previously Presented) A marine craft as claimed in claim 12 in which the at least one tube is manufactured from a plastics, or a reinforced plastics, or a composite material.

18. (Previously Presented) A marine craft as claimed in claim 12, in which the at least one tube has at least one internal web extending over at least part of its length.

19. (Previously Presented) A marine craft as claimed in claim 4, in which the deformable structure comprises at least one deformable plate which extends between the hull and the structural component.

20. (Previously Presented) A marine craft capable of planing, the marine craft comprising a hull and a passenger area generally within the hull and means between the

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hull and the passenger area for absorbing impact energy, characterized in that the means for absorbing impact energy include a structure arranged to absorb impact energy by permanently deforming in the event of the craft suffering an impact in the region of the structure, in which the means for absorbing impact energy is a deformable structure and the deformable structure is mounted between the hull and a structural component of the craft in which the deformable structure comprises at least one deformable plate which extends between the hull and the structure component and, in which the deformable structure comprises a plurality of spaced apart, deformable plates, each of which extend between the hull and the structural component.

21. (Previously Presented) A marine craft as claimed in claim 20, in which the or each plate is aligned generally vertically of the craft.

22. (Previously Presented) A marine craft as claimed in claim 20, in which the or each plate is aligned generally horizontally of the craft.

23. (Previously Presented) A marine craft as claimed in claim 20, in which the or each plate is substantially planar.

24. (Previously Presented) A marine craft as claimed in claim 20, in which the at least one plate is corrugated.

25. (Original) A marine craft as claimed in claim 24, in which the deformable structure comprises two or more corrugated plates arranged such that the troughs and peaks of adjacent plates meet.

26. (Previously Presented) A marine craft as claimed in claim 20, in which bracing means is provided to resist movement of the plates towards each other during impact.

27. (Original) A marine craft as claimed in claim 26, in which the bracing means comprises a further plate extending between adjacent plates.

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28. (Previously Presented) A marine craft as claimed in claim 20, in which the at least one plate is made of a metal, or a plastics, or a reinforced plastics, or a composite material.

29. (Previously Presented) A marine craft as claimed in claim 4, in which the deformable structure comprises a cellular material, such as expanded polystyrene or polyurethane foam.

30. (Previously Presented) A marine craft as claimed in claim 29, in which the cellular material is bonded to the hull and to the structural component.

31. (Previously Presented) A marine craft as claimed in claim 1, in which the hull defines a bow portion and the means for absorbing impact energy is located between the bow portion and the passenger area.

32. (Previously Presented) A marine craft as claimed in claim 1, in which the hull defines a stern portion and the means for absorbing impact energy is located between the stern portion and the passenger area.

33. (Previously Presented) A marine craft as claimed in claim 1, in which the hull defines a side portion, and the means for absorbing impact energy is located between the side portion and the passenger area.

34. (Previously Presented) A marine craft as claimed in claim 1, in which the hull defines a bow portion and a transverse bulkhead is provided which separates the passenger area from the bow portion, a deformable structure being mounted between the bow portion and the transverse bulkhead.

35. (Previously Presented) A marine craft as claimed in claim 1, in which the means for absorbing impact energy is adapted to absorb all or some of the impact energy in a predictable and controlled manner.

36. (Cancelled.)